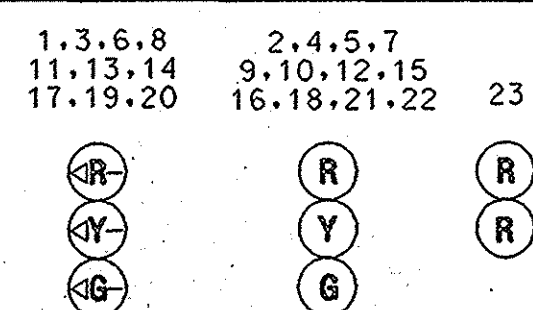
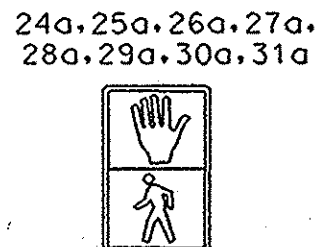


NOTE: MD 97 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION.

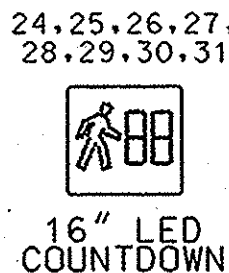
EXISTING SIGNALS TO REMAIN



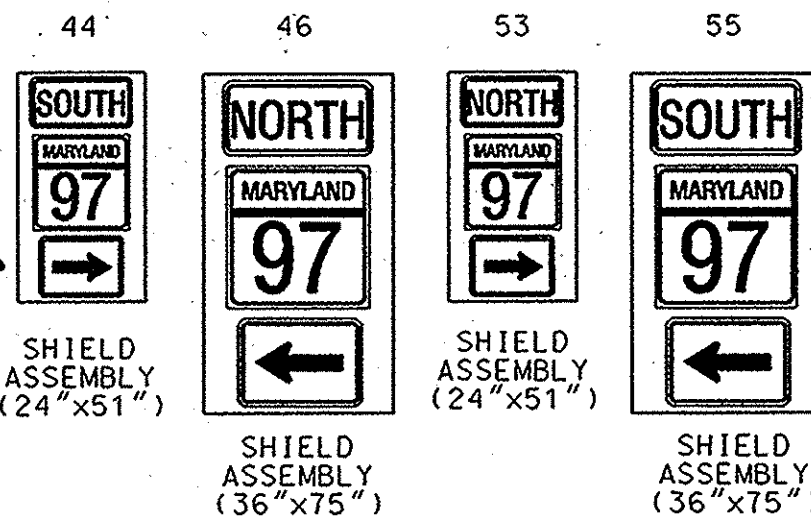
EXISTING SIGNALS TO BE REMOVED



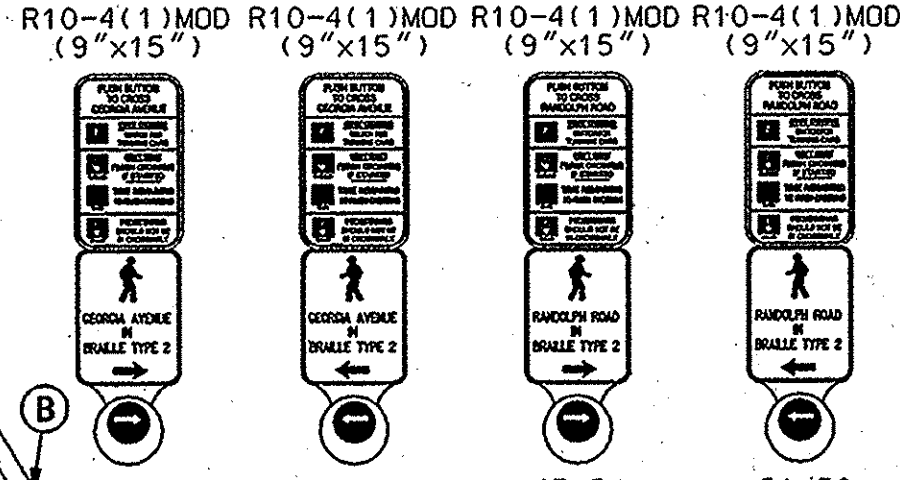
PROPOSED LED SIGNALS



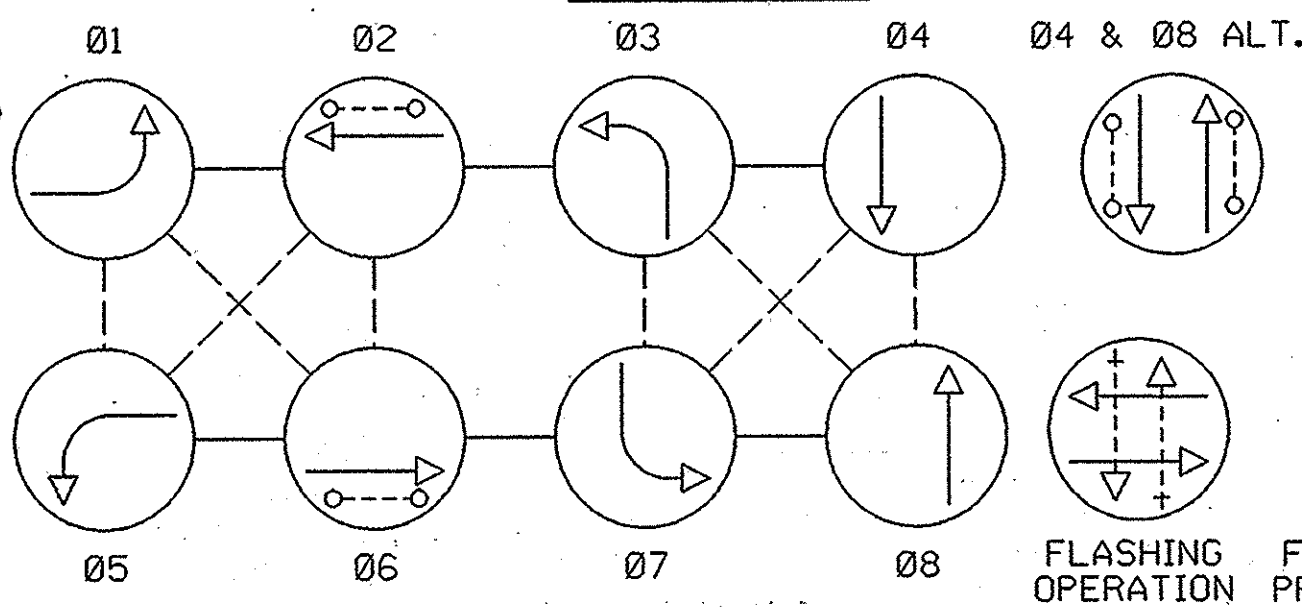
PROPOSED SIGNS



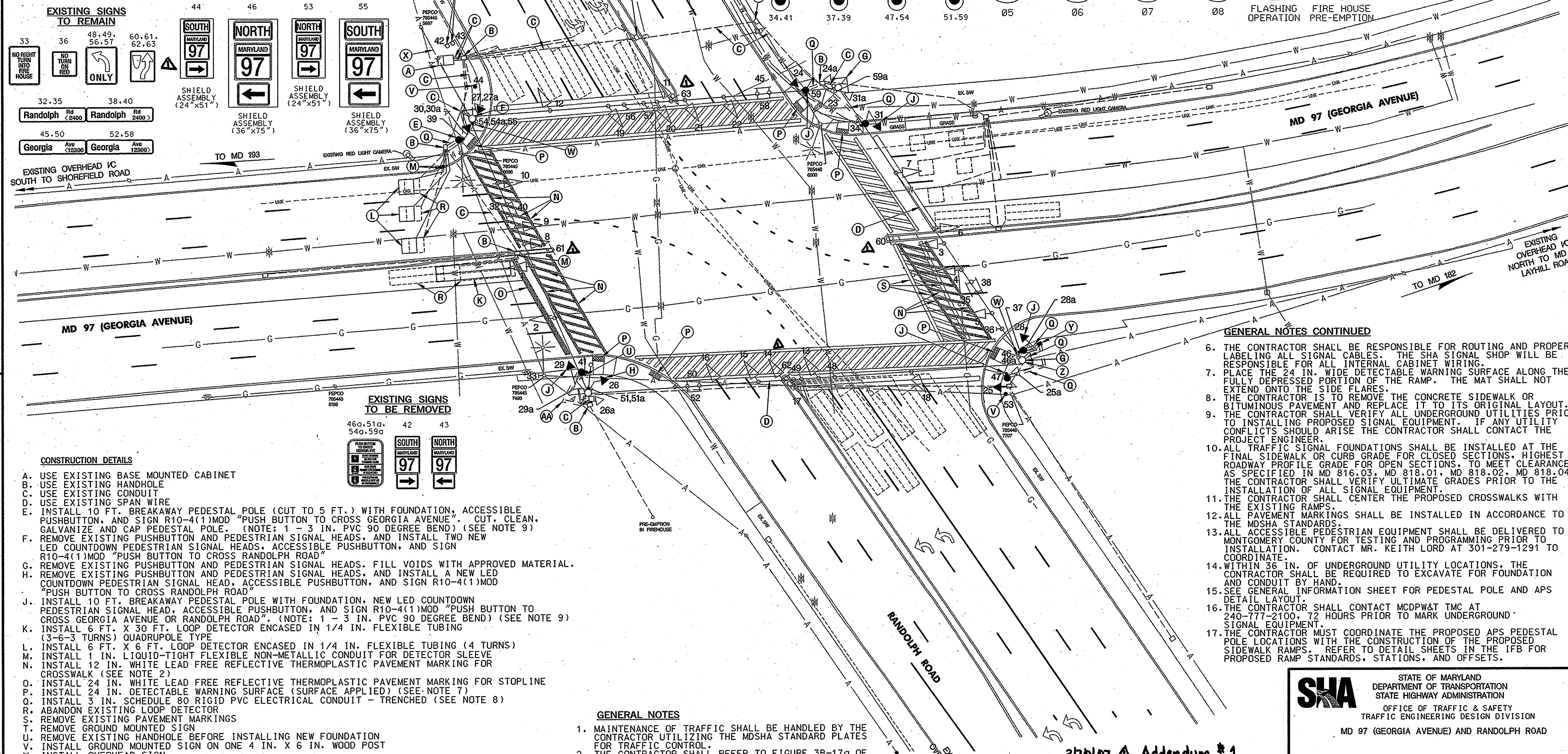
PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



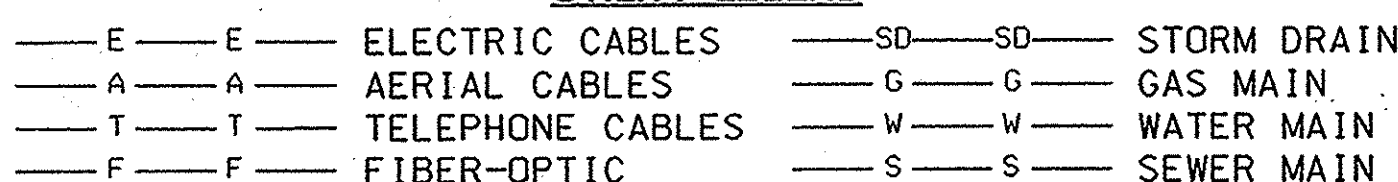
CONSTRUCTION DETAILS

- USE EXISTING BASE MOUNTED CABINET
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT
- USE EXISTING SPAN WIRE
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.) WITH FOUNDATION, ACCESSIBLE PUSHBUTTON, AND SIGN R10-4(1)MOD "PUSH BUTTON TO CROSS GEORGIA AVENUE". CUT, CLEAN, GALVANIZE AND CAP PEDESTAL POLE. (NOTE: 1 - 3 IN. PVC 90 DEGREE BEND) (SEE NOTE 9)
- REMOVE EXISTING PUSHBUTTON AND PEDESTRIAN SIGNAL HEADS, AND INSTALL TWO NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, ACCESSIBLE PUSHBUTTON, AND SIGN R10-4(1)MOD "PUSH BUTTON TO CROSS RANDOLPH ROAD"
- REMOVE EXISTING PUSHBUTTON AND PEDESTRIAN SIGNAL HEADS. FILL VOIDS WITH APPROVED MATERIAL.
- REMOVE EXISTING PUSHBUTTON AND PEDESTRIAN SIGNAL HEADS, AND INSTALL A NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-4(1)MOD "PUSH BUTTON TO CROSS RANDOLPH ROAD"
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-4(1)MOD "PUSH BUTTON TO CROSS GEORGIA AVENUE OR RANDOLPH ROAD". (NOTE: 1 - 3 IN. PVC 90 DEGREE BEND) (SEE NOTE 9)
- INSTALL 6 FT. X 30 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE
- INSTALL 6 FT. X 6 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (4 TURNS)
- INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE
- INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK (SEE NOTE 2)
- INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE
- INSTALL 24 IN. DETECTABLE WARNING SURFACE (SURFACE APPLIED) (SEE NOTE 7)
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED (SEE NOTE 8)
- ABANDON EXISTING LOOP DETECTOR
- REMOVE EXISTING PAVEMENT MARKINGS
- REMOVE GROUND MOUNTED SIGN
- REMOVE EXISTING HANDHOLE BEFORE INSTALLING NEW FOUNDATION
- INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. X 6 IN. WOOD POST
- INSTALL OVERHEAD SIGN
- INSTALL PROPOSED OVERHEAD TELEPHONE SERVICE USING EXISTING OVERHEAD CABLES, STRAIN POLE, AND CONDUIT TO EXISTING CABINET (SEE WIRING DIAGRAM FOR DETAILS)
- INSTALL ELECTRICAL HANDHOLE
- INSTALL ONE 3 IN. PVC 90 DEGREE BEND IN EXISTING FOUNDATION
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - SLOTTED (SEE NOTE 8)

GENERAL NOTES

- MAINTENANCE OF TRAFFIC SHALL BE HANDLED BY THE CONTRACTOR UTILIZING THE MSHA STANDARD PLATES FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL REFER TO FIGURE 3B-17a OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE, RAMP, AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

UTILITY LEGEND



GENERAL NOTES CONTINUED

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- PLACE THE 24 IN. WIDE DETECTABLE WARNING SURFACE ALONG THE FULLY DEEPENED PORTION OF THE RAMP. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
- THE CONTRACTOR IS TO REMOVE THE CONCRETE SIDEWALK OR BITUMINOUS PAVEMENT AND REPLACE IT TO ITS ORIGINAL LAYOUT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS WITH THE EXISTING RAMP.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE TO THE MSHA STANDARDS.
- ALL ACCESSIBLE PEDESTRIAN EQUIPMENT SHALL BE DELIVERED TO MONTGOMERY COUNTY FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. KEITH LORD AT 301-279-1291 TO COORDINATE.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- SEE GENERAL INFORMATION SHEET FOR PEDESTAL POLE AND APS DETAIL LAYOUT.
- THE CONTRACTOR SHALL CONTACT MCDPW&T TMC AT 240-777-2100, 72 HOURS PRIOR TO MARK UNDERGROUND SIGNAL EQUIPMENT.
- THE CONTRACTOR MUST COORDINATE THE PROPOSED APS PEDESTAL POLE LOCATIONS WITH THE CONSTRUCTION OF THE PROPOSED SIDEWALK RAMP STANDARDS, STATIONS, AND OFFSETS.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 97 (GEORGIA AVENUE) AND RANDOLPH ROAD

TRAFFIC SIGNALIZATION PLAN

SCALE	1"=20'	DATE	4-28-72	CONTRACT NO.	23854725002806
DESIGNED BY	LES TOWNSEND	COUNTY	MONTGOMERY	LOGMILE	15009704.64
CHECKED BY	M. RUCKER	T.I.M.S. NO.	H826	TOD NO.	
F.A.P. NO.					
DRAWING NO.	TS-2392H	OF		SHEET NO.	OF

PLOTTED: THURSDAY, DECEMBER 14, 2006 AT 11:08 AM
FILE: I:\PROJECTS\0312513\0312513_0010\DRAWINGS\TRAFFIC\RANDOLPH ROAD\PSG-P000_RANDOLPH.DGN